

Conceptual Stage Relocation Report

Somerset Northern Bypass

Pulaski County, Kentucky

December, 2002

This Conceptual Stage Relocation Report has been prepared to assess the proposed project alternates currently under consideration to identify any potential relocation problems. To protect the privacy of those potentially affected, the following evaluation of estimates of number of households, population and economic characteristics is based on census data (2000 U.S. Bureau of the Census) for Pulaski County. Estimates of property value and the description of safe and sanitary housing for relocation, and opinions of business/commercial relocation opportunities are based on information provided by the Somerset-Lake Cumberland Association of Realtors, the Lake Cumberland Area Development District, and members on the Somerset Citizens Advisory Council representing neighborhoods and business.

Residential Displacements

The type and number of potential residential displacements is included in **Table C-1**. Data from the Somerset-Lake Cumberland Association of Realtors was used to estimate housing availability within the area. **Table C-2** shows the number of houses displaced by each build alternate classified by price range. In this same table, the estimated number of houses available within each price range is included based on the number of homes that were available. Estimating the number of houses available is a function of the number of houses on the market at a specific time. (The time frame used for this study covered July-October of 2002).

Business/Commercial

Table C-3 show the business/commercial operations impacted by each build alternate and designates those businesses where buildings are potentially displaced.

North Alternate

This alternate potentially displaces eight commercial buildings. Three businesses are housed in one building complex. These businesses are: Hall Electric, Lisa's Beauty Salon, and B & B Leasing. All three businesses would have to relocate to different property as would other businesses that would lose buildings. There is insufficient space remaining on these parcels to relocate the buildings onto another portion of the property. Valley Warehouse & Storage would have the greatest space needs in looking for relocation property, however, reasonably priced parcels of sufficient size are present in the general vicinity.

Crossover Alternate

Six businesses potentially lose buildings if this alternate is constructed. All of the properties are small to moderate in size with the exception of Whitaker's Refrigeration which is larger and is housed in multiple on-site structures. One of these businesses—Danny's British Services—may

be able to rebuild on the same parcel since the entire parcel would not be taken. It appears likely that the other businesses would relocate to other parcels.

South Alternate

Five businesses would potentially be displaced by this alternate. Four of these businesses—The Body Shop, BP Gas Station, Nelson Valley Grocery, and Whitaker’s Refrigeration—would also be displaced by the Crossover Alternate. Warner Fertilizer would appear to be faced with the most expensive relocation cost and have the greatest need to find a sufficiently large-sized parcel that could accommodate its space needs for product storage. In addition, large size vehicles bring products to this business and the majority of customers also need sufficient room to turn their vehicles on site after picking up purchases. Open, undeveloped acreage is available in the vicinity of the current operation for the owners to purchase a comparable site that would still be within relatively easy access for customers.

Environmental Justice

It is the policy of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to actively ensure nondiscrimination under Title VI of the *1964 Civil Rights Act* in federally funded activities. Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion.

On February 11, 1994 President Clinton signed *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The executive order requires that each federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations.

In April 1997, the U.S. Department of Transportation (USDOT) issued the USDOT *Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2)* to summarize and expand upon the requirements of *Executive Order 12898* on environmental justice. The order generally describes the process for incorporating environmental justice principles into all USDOT existing programs, policies, and activities.

The three fundamental environmental justice principles are:

- 1) To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- 2) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

- 3) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Minority Definition:

The *U.S. DOT Order 5610.2* defines “minority” in the definitions section of its appendix and provides definitions of the four minority groups addressed by *Executive Order 12898*. These groups are:

- 1) Black – a person having origins in any of the black racial groups of Africa.
- 2) Hispanic – a person of Mexican, Puerto Rican, Cuban, Central or South America, or other Spanish culture or origin regardless of race.
- 3) Asian American – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.
- 4) American Indian and Alaskan Native – a person having origins in any of the original people of North America and who maintains tribal affiliation or community attachment.

Low-Income Definition:

The FHWA Order defines “low-income” as a “person whose household income is at or below the Department of Health and Human Services poverty guidelines.” The Department of Health and Human Services poverty guidelines for a family of four is \$17,650.

Protected Populations and Meaningful Participation

In 2000, 2.5 percent of the population of Pulaski County identified themselves as being of one of the minority groups listed above. Five and one-half percent of Somerset’s population reported being a minority. Nine and eight-tenths percent of the population of Kentucky identified themselves as being a minority. **Table C-4** provides information on minority and low-income populations in Somerset and Pulaski County.

In 2000, 19.1 percent of the population of Pulaski County was below the poverty level. 22.1 percent of Somerset’s population was under the poverty level. 15.8 percent of the population of Kentucky was below the poverty level.

Percentages of minority populations in Pulaski County are much less than the statewide minority percentage, while the percentage of low-income population in Pulaski County was above the statewide percentage. However, the majority of this low-income population resides outside the project corridor. Virtually all of the residential displacements associated with the proposed northern bypass alternates can be classified as middle income, non-minority housing. Only two or three potentially displaced residences on the North Alternate appear to be potential poverty level residences. Numerous windshield surveys supplemented by discussions with clergy, elected officials, and neighborhood leaders indicate no disproportionately high or adverse impacts on protected populations would occur with any of the build alternates. No violations of Executive Order 12898 are anticipated.

Meaningful participation occurs when potentially affected community residents have an opportunity to provide input into the decision-making process. Throughout this project, extensive public involvement activities were implemented which brought together local elected officials, community leaders, working groups, the Somerset Citizens Advisory Council and the general public. In addition to providing ample opportunity for community members to raise specific concerns about their property, these public involvement activities helped solicit important input on a collective level that was used to bypass population clusters thereby avoiding or minimizing adverse affects on communities.

Conclusion

Ample housing is available within comparable price ranges and apparently within the financial capabilities of the majority, if not all, of the proposed displacees without discrimination. If any unforeseen problem should arise, last resort housing would be implemented. The Relocation Agent is prepared to assist the relocatees in finding comparable replacement housing; in contacting lending agencies and approved moving contractors, and in processing claims for payment and appeals. The Relocation Agent will assist the relocatee in any way, within the law and his/her capabilities, to relocate into adequate replacement housing with a minimum of disruption to family and business routine.

It appears that relocatees can be relocated into safe and sanitary replacement housing, within their financial means and without regard to race, color, religion, sex, national origin, or handicap if sufficient lead-time is provided. Many recently constructed homes are one story, and developers are aware of the influx of retirees and elderly to the Somerset area. Consequently, amenities attractive to an elderly population (less reliance on stairs, larger doorways and halls for those using walkers, etc.) are being incorporated into new construction.

It also appear that the business/commercial properties affected can be relocated on the remainder of their existing properties or re-established nearby, either in existing structures or in new construction.

**TABLE C-1
PULASKI COUNTY
DISPLACED DWELLING UNITS**

<u>Somerset</u>	North Alternate <u>Units</u>	Crossover Alternate <u>Units</u>	South Alternate <u>Units</u>
Single Family	66	109	64
Multi Family	0	0	0
Mobile	10	9	8
Total	76	118	72

Based on proposed right-of-way plans, JDQ Engineers, Inc. 2002.

**TABLE C-2
PULASKI COUNTY
PROPERTIES WITH
DISPLACED RESIDENCE**

Market Value Range	<u>North Alternate</u>	<u>Crossover Alternate</u>	<u>South Alternate</u>	<u>Estimated Available Housing</u>
\$10,000 to \$19,999	5	6	3	5
\$20,000 to \$29,999	7	10	3	19
\$30,000 to \$39,999	3	8	3	30
\$40,000 to \$49,999	6	12	2	30
\$50,000 to \$59,999	9	8	4	38
\$60,000 to \$69,999	10	16	12	38
\$70,000 to \$79,999	11	16	16	27
\$80,000 to \$89,999	6	7	5	37
\$90,000 to \$99,999	3	6	5	35
\$100,000 to \$109,999	1	3	2	17
\$110,000 to \$119,999	0	1	2	25
\$120,000 to \$129,999	0	1	1	21
\$130,000 to \$139,999	0	2	2	19
\$160,000 to \$169,999	1	2	1	7
\$180,000 to \$189,999	1	2	0	2
\$200,000 to \$209,999	1	1	1	2
\$240,000 to \$249,999	0	1	0	1
\$260,000 to \$269,999	0	1	1	2
\$650,000 to \$659,999	0	1	1	0
Total	64	104	64	355

Information obtained from the Office of Property Evaluation, Pulaski County, Somerset, Kentucky, 2002.

**TABLE C-3
PULASKI COUNTY
BUSINESSES IMPACTED ¹**

Company Name	Number of Employees	Address	City	Alternate
B&B Leasing ²	4	203 Bodie Road	Somerset	North
B&R Auto Sales ²	3	2700 N. US 27	Somerset	North
Chevron Quik Stop ²	6	2700 N. US 27	Somerset	North
Compton's Detailing & Auto Sales ²	5	N. US 27	Somerset	North
Fayette Wholesale Florist	8	2918 N. US 27	Somerset	North
Hall Electric ²	4	2700 N. US 27	Somerset	North
Lake Cumberland Livestock Market	18	95 Bodie Road	Somerset	North
Lisa's Beauty Salon ²	1	2700 N. US 27	Somerset	North
Valley Warehouse & Storage ²	5	230 Bodie Road	Somerset	North
Woodall Cabinets ²	N/A ³	2695 N. US 27	Somerset	North
BJD Auto Repair ²	3	2966 KY 1247	Somerset	Crossover
Danny's British Services ²	N/A ³	1544 Campground Road	Somerset	Crossover
The Oak Shop	2	2817 KY 1247	Somerset	Crossover
Somerset Plastics	5	280 W. Racetrack Road	Somerset	Crossover
Somerset Wrecking	10	345 W. Racetrack Road	Somerset	Crossover
The Body Shop ²	4	1601 N. Hart	Somerset	Crossover/South
BP Gas Station ²	4	2601 KY 39	Somerset	Crossover/South
Nelson Valley Grocery ²	6	2601 KY 39	Somerset	Crossover/South
Whitaker's Refrigeration ²	5	3111 Pumphouse Road	Somerset	Crossover/South
Warner Fertilizer ²	56	2075 N. US 27	Somerset	South

Notes:

¹A business is considered impacted if a portion of its property is within the proposed right-of-way.

²At least one building is taken.

³This closed business is in the process of trying to open. No current data on the number of employees expected to be hired is available.

Based on proposed right-of-way plans, JDQ Engineers, Inc. 2002

Table C-4
Minority and Low-Income Populations – 2000 Census
Somerset Northern Bypass

<u>Location</u>	<u>Total Population</u>	Minority Population <u>Total</u>	Minority Population <u>Percent</u>	Low-Income Population <u>Percent</u>
Somerset	11,352	629	5.5%	22.1%
Pulaski County	56,217	1,398	2.5%	19.1%
Kentucky	4,041,769	395,753	9.8%	15.8%

Information obtained from U.S. Census Bureau's 2000 Census.